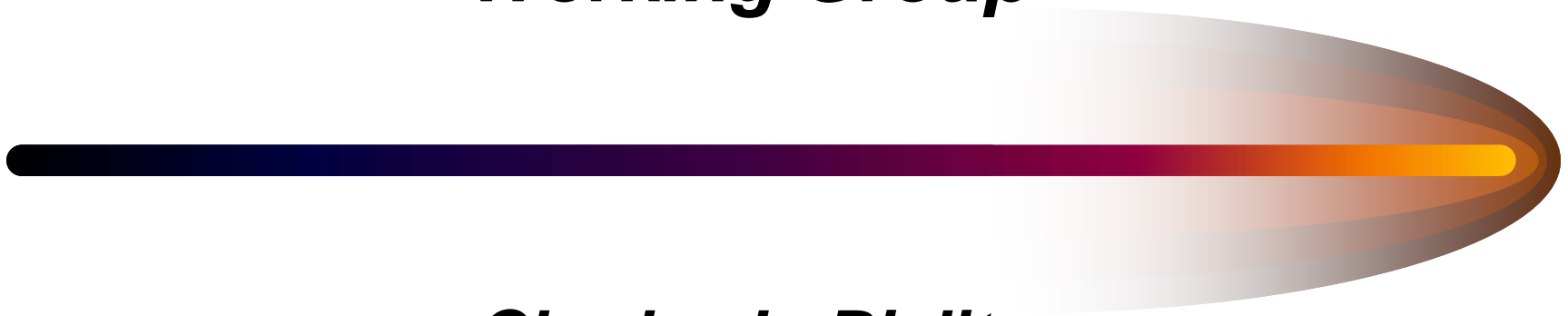


Locomotive Safety Standards Working Group



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Locomotive Working Group Report



- The Locomotive Working Group had its second meeting August 8-9, 2006, in Ft Worth, TX.
- The working group continued its discussions on locomotive sanders from previous meeting.
- FRA provided the working group draft language it had developed from items of consensus reached at previous meeting concerning locomotive sanding.

Locomotive Working Group Report



- FRA is providing the locomotive sanders draft language for which the working group reached consensus to the full RSAC for a vote.
- The working group could not reach consensus on requirements for sanders on locomotives used in switching service at locations where no sand delivery system is in place.
- FRA will utilize information developed during working group deliberation to develop requirements for locomotives used in switching service at outlying points.

LSWG Sanders Language



- **Working Group Recommendation**
- **229.131 Sanders**
- (a) Except for MU locomotives and except as provided in paragraph (c) of this section, each locomotive shall be equipped with operative sanders that deposit sand on each rail in front of the first power operated wheel set in the direction of movement at the time of departure from an initial terminal as defined in § 229.5.

LSWG Sanders Language



- (b) Locomotives being used in road service with sanders that become inoperative after departure from an initial terminal as defined § 229.5 shall be handled in accordance with the following:
 - (1) Lead locomotives being used in road service that experience inoperative sanders after departure from an initial terminal may continue in service until its next initial terminal, a location where it is placed in a facility with a sand delivery system, its next periodic inspection under §229.23, or fourteen calendar days from the date the sanders are first discovered inoperative, which ever occurs first;
 - (2) Trailing locomotives and distributed power locomotives being used in road service that experience inoperative sanders after departure from an initial terminal may continue in service until its next initial terminal, a location where it is placed in a facility with a sand delivery system, or its next periodic inspection under § 229.23, which ever occurs first;

LSWG Sanders Language



- (c) Locomotives being used in switching service as defined in § 229.5 shall be equipped with operative sanders that deposit sand on each rail in front of the first power operated wheel set in the direction of movement. If the sanders become inoperative, the locomotives shall be handled in accordance with the following:
 - (1) **(FRA to determine)** Locomotives being used in switching service at “outlying locations” (to be identified as.... regulation may or may not use the term “outlying location”)
 - (2) Locomotives used in switching service at “locations not considered outlying locations” (based on definition used in paragraph (c)(1)) with sanders that become inoperative shall be handled in accordance with the requirements contained in § 229.9.

LSWG Sanders Language



- (d) Any locomotive being handled under the provisions contained in paragraph (b) and (c)(1) of this section shall be tagged in accordance with § 229.9(a).
- **Definitions to be added:**
- .“initial terminal” to be added to 229.5. The definition would be identical to that contained in 232.5 - “means a location where a train is originally assembled.”
- .“sand delivery system” to be added to 229.5.

Locomotive Working Group Report

- Working group discussed the use of electronic data storage to maintain required locomotive records.
- At the current time seven waivers have been granted by FRA's Safety Board to allow for electronic signatures and storage of required locomotive records.
- The group reviewed the waiver conditions with an eye towards standardization.
- The working group will continue to discuss electronic record language at next meeting

Locomotive Working Group Report



- Working group discussed the locomotive air brake waivers and FRA suggested including language to codify some of the waivers into the locomotive periodic requirements. These discussions will be continued at next working group meeting.
- The group discussed locomotive head lamps.

Locomotive Working Group Report



- AAR provided a power point presentation to the working group detailing AAR's request for a Risk Biased Performance Standard to replace FRA required locomotive daily and periodic inspections.
- Additional presentations on this topic are scheduled for the next LSWG meeting.
- Next Working Group meeting is scheduled for September 25-26, 2006, in Arlington, VA.